



Clean Energy Plan (CEP) Engagement Series

February 2025 Meeting Notes

Wednesday, February 19, 2025, 9:00 -12:00 pm Pacific Time

These notes were synthesized and summarized by E Source, PacifiCorp's meeting facilitation partner.

Executive Summary

There were 39 people in attendance, including members of the public and PacifiCorp representatives, at the Oregon Clean Energy Plan Engagement Series meeting. The virtual meeting, which was hosted via the Zoom platform, aims to provide an integrated lens on clean energy planning with expanded learning opportunities to foster a deeper understanding of programs and outreach while gathering public input.

To maximize accessibility, the meeting was recorded for those who could not attend and Spanish and ASL interpretation/translation services were provided.

The following is a summary of the content and feedback received during the 90-minute public meeting.

Opening

E Source facilitator, Morgan Westberry, opened the CEP meeting by welcoming the attendees and thanking the public for continued participation. Public perspectives are essential to achieving meaningful impacts on communities. Ms. Westberry reviewed meeting experience items, provided an overview of the agenda and objectives, and introduced the presenters.

Clean Energy Planning

Kimberly Alejandro, Clean Energy Planning Manager, reviewed key updates regarding the Clean Energy Plan filing. On December 20, 2024, Pacific Power filed a [Motion for Extension](#) to file its 2025 Clean Energy Plan to request an additional 180 days. If granted, the CEP filing deadline pushes back to September 2025 instead of March 31, 2025, and will run concurrently with the IRP. On December 30, 2024, Pacific Power filed its Clean Energy Planning [Engagement Report](#) to meet [LC 82](#) requirement #8 on engagement. The report outlines Pacific Power's Clean Energy Plan engagement efforts and improvement commitments and can be accessed here: [PacifiCorp's 2024 Report on CEP Engagement](#). On December 31, 2024, Pacific Power shared its 2025 Integrated Resource Plan Draft with stakeholders. The draft can be accessed online at [Integrated Resource Plan](#).

Ms. Alejandro reviewed open dockets with ongoing activities, such as [UM2345](#) and [UM2348](#).

[UM 2345](#) (PacifiCorp Continual Progress on House Bill 2021 Compliance)

Status: Ongoing

- A phased schedule was adopted to first address legal threshold questions:
 1. Does the Commission have the legal authority to order PacifiCorp to take one or more of the following actions: (a) issue an Oregon-focused RFP; (b) review bids received in an Oregon-focused RFP; and (c) procure resources identified through an Oregon-focused RFP?
 2. What legally sound options exist for the Commission to ensure reliable energy supply and continual progress toward HB 2021 requirements in the event of utility inaction?
 3. If the Commission directs PacifiCorp to issue and conduct an RFP, or to procure resources, what are the implications of such decisions on: (a) the Commission's competitive bidding rules and process; (b) future Commission ratemaking decisions related to the resource; and (c) allocation of costs under PacifiCorp's Multi-State Protocol?
- Initial party briefs were filed November 13, 2024,
- Concurrent response briefs were filed December 11, 2024.
- The Public Utility Commission of Oregon held oral arguments in this proceeding at its offices in Salem, Oregon on February 4, 2025.

[UM 2348](#) (Modernization Docket)

Status: Ongoing

Purpose: To update the guidelines and, as necessary, adopt new rules for both the IRP and RFP processes.

This effort is motivated by:

- Increased pace of change in both policy and technology
- Increase in complexity of IRP analysis
- Desire for a nimbler process to support actions that promote reliability and policy goals
- High workload to effectively engage in IRPs and RFPs across PUC Staff, stakeholders, and utilities

The 2025 engagement calendar is outlined below:

Date / Time / Meeting Format	Proposed Agenda Topics*
January 2025	No meeting
Date: February 19, 2025 (Wednesday) Time: 9 a.m. - 12 p.m. (PST) Format: Zoom Online	Clean Energy Plan Engagement Series Meeting #1 <ul style="list-style-type: none">• Integrated Resource Plan Updates Oregon Sensitivities <ul style="list-style-type: none">• Proposed (New!) Customer Benefit Indicator: SO₂ and NO_x• Transportation Electrification Presentation• Small-Scale Renewables (SSRs)• Community-Based Renewable Energy (CBREs)
March 2025	No meeting
April 2025	No meeting

Date: May 28, 2025 (Wednesday) Time: 9 a.m. - 12 p.m. (PST) Format: Zoom Online	Clean Energy Plan Engagement Series Meeting #2 <ul style="list-style-type: none"> • Integrated Resource Plan Updates • Demand Response Presentation • “Listening Session”
June 2025	No meeting
July 2025	No meeting
Date: August 20, 2025 (Wednesday) Time: 9 a.m. - 12 p.m. (PST) Format: Zoom Online	Clean Energy Plan Engagement Series Meeting #3 <ul style="list-style-type: none"> • Community-Based Renewable Energy (CBREs) • Integrated Resource Plan Updates • “Listening Session”
September 2025	No meeting
October 2025	No meeting
Date: November 19, 2025 (Wednesday) Time: 9 a.m. - 12 p.m. (PST) Format: Zoom Online	Clean Energy Plan Engagement Series Meeting #4 <ul style="list-style-type: none"> • Overview of PacifiCorp’s filed Clean Energy Plan (tentative) • Integrated Resource Plan Engagement Roadmap
December 2025	No meeting

Christina Medina, Stakeholder & Engagement Manager, provided an update on the [Biennial Report](#) which was submitted on December 30, 2024. Members are encouraged to review the final report, which reflects the collaborative efforts between the Oregon advisory groups and Pacific Power. Please stay tuned for more information and instructions on the next steps.

For 2025, the Oregon engagement groups – Community Benefits and Impacts Advisory Group and the Tribal Nations Community Benefits and Impacts Advisory Group, are each scheduled for 8 meetings where group members will have the opportunity to participate in activities related to the 2025 Clean Energy Plan process, the Integrated Resource Plan Public Input Process, and the Conservation Potential Assessment for 2025-2044.

To improve the engagement experience Ms. Medina is streamlining the number of advisory group meetings to compliment the menu of Clean Energy Plan meetings and retooling advisory group members for increased participation and greater clarity by: 1) creating a repository of 101 level presentations and recordings 2) designing and delivering presentations which support and foster meaningful engagement and shared understanding, and 3) filling in the picture by bringing in guest presenters, such as utility commission staff to deliver Regulatory 101 presentations. Additionally, Ms. Medina has been collaborating with the communications team to improve web presence and usability of the PacifiCorp webpage. Additionally, advisory groups are always looking to grow membership to balance representation from service districts and communities.

Morgan Westberry reviewed the 2025 advisory group calendar as shown below.

PACIFIC POWER 2025 OREGON ENGAGEMENTS

Jan	Feb	Mar	Apr
Washington: 1/9 EAG 1/29 CEIP & VP Oregon: 1/16 CBIAG 1/31 Tribal Nations	Washington: 2/13 EAG Oregon: 2/19 CEP	Washington: 3/25 CEIP Oregon: 3/20 CBIAG 3/28 Tribal Nations	Washington: 4/10 EAG Oregon: 4/17 CBIAG 4/25 Tribal Nations
May	Jun	Jul	Aug
Washington: EAG 1-on-1s Oregon: 5/28 CEP	Washington: 6/12 EAG 6/24 CEIP Oregon: 6/19 CBIAG 6/27 Tribal Nations	Washington: 7/10 EAG Oregon: 7/17 CBIAG 7/25 Tribal Nations	Washington: 8/26 CEIP & Joint AG Session Oregon: 8/20 CEP
Sep	Oct	Nov	Dec
Washington: 9/11 EAG Oregon: 9/18 CBIAG 9/27 Tribal Nations	Washington: 10/9 EAG Oregon: 10/16 CBIAG 10/31 Tribal Nations	Washington: 11/4 CEIP Oregon: 11/19 CEP	Washington: 12/11 Joint AG Session Oregon: 12/18 CBIAG 12/19 Tribal Nations

Ms. Alejandro explained the technical meter to increase transparency and clarity. The goal of the technical meter is to offer engagement and input options for everyone wishing to take part in PacifiCorp's Clean Energy Planning process. Clean Energy Plan engagement series tactics for added transparency and clarity are:

- Incorporating "technical meters" (see table below) as a participant meeting preparation tool
- Outline whether a meeting and/or presentation segment will be informational or interactive (indicates what participants can expect and what level of participation is needed)
- Reducing the amount of repeated information

The team will continue to explore additional tools and tactics to offer in the Clean Energy Plan engagement process. The technical meter will rank each engagement space by level of technicality, as shown below.

Engagement Space	Technical Level
Community Benefits and Impacts Advisory Group (CBIAG)	
Oregon Tribal Nations CBIAG (Tribal CBIAG)	
Clean Energy Plan Engagement Series (CEP)	
Integrated Resource Plan (IRP) Public Input Meetings	
Distribution System Planning (DSP) Local Stakeholder Workshops	
Transportation Electrification (TE)	

Ms. Alejandro also provided an update on the feedback tracker. The goal of the feedback tracker is to publish an update each quarter and provide a summary of comments received during the development of Pacific Power’s Clean Energy Plan. Currently, the tracker is available in PDF format and is state specific including the month, year, meeting space where the feedback was captured, and notes the topic category to establish context and shared understanding. The feedback tracker is updated through 2024 and can be found at: [Oregon Clean Energy Plan](#).

Feedback is welcome and can be directed to OregonCEP@PacifiCorp.com.

Meeting Discussion:

- Rose Monahan asked if PacifiCorp would provide stakeholders with a draft of the CEP sections, such as the Oregon sensitivities, ahead of the filing?
 - Ms. Ghosh explained that the team has been in talks with Commission staff but does not know if the extension will be granted. The matter will be heard at a public meeting in March ahead of the filing deadline – March 31. Given time

constraints, the Oregon sensitivities may not be available ahead of time. However, the team is working on a new appendix that will be focused on Oregon compliance. The hope is that the extension will be granted, and the draft elements and appendix will be shared in May.

- Ms. Monahan noted that the Sierra Club is particularly interested in seeing the sensitivity results.

Integrated Resource Planning (IRP)

Randy Baker, Director of Resource Planning, shared Integrated Resource Planning updates. The IRP is published on a 2-year cycle with an update in the off-cycle years. Recent IRP activities include the draft distribution and public input meetings.

A draft of the 2025 IRP was distributed to all parties on December 31, 2024, which is also available online:

- [2025 IRP Draft - Volume I](#)
- [2025 IRP Draft - Volume II](#)

Volume I provides the main narrative and outcomes for the 2025 IRP cycle in draft form while Volume II provides added appendices with more details and supplementary reports.

PacifiCorp held a 2025 IRP Public Input Meeting on January 22-25, 2025,. Meeting slides and recording can be found at: [PacifiCorp IRP Public Input Process](#). The meeting discussed errata, corrections, and other refinements to the draft IRP and included important explanations around modeling for state resource allocations and integration of state-specific portfolios to get a systemwide preferred portfolio inclusive of all state-specific requirements. Additionally, included is an update on the Conservation Potential Assessment (CPA).

To continuously improve engagement, the IRP team made adjustments in the 2025 IRP cycle to clearly show stakeholders how feedback is being applied and incorporated. In the draft IRP, Appendix C summarizes public input efforts and Appendix M provides all publicly available stakeholder feedback forms received over the year with PacifiCorp's responses. Throughout the 2025 document, readers will also see footnotes connecting stakeholder feedback to its content.

There will be another Integrated Resource Plan Public Input Meeting on [February 26-27, 2025, 9am – 3:30pm \(PST\)](#). The February public meeting will continue to address feedback and changes to the Draft 2025 IRP, and expectations for the final IRP. The 2025 IRP will be filed on March 31, 2025.

Mr. Baker reviewed the 3 steps to create an optimal preferred portfolio.

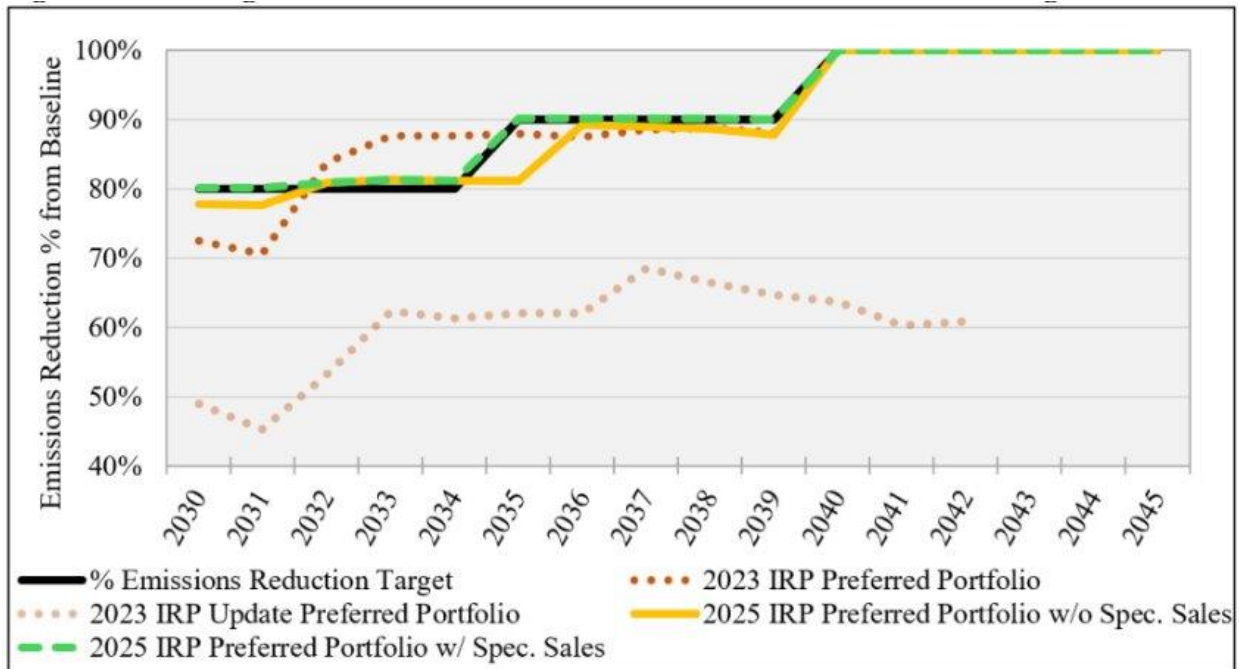
1. Oregon Base Portfolio Model Run
 - Model is run to include:
 - Resource adequacy requirement
 - Small-scale renewable target by 2030 and beyond
 - Meets HB 2021 emissions reduction goals in 2030, 2035, and 2040
2. Integrated Portfolios Created
 - Model is adopted to:

- Optimized portfolios for all jurisdictions integrated into one system portfolio for each case
 - Preserves Oregon selections
3. Preferred Portfolio Selection
- Model results analyzed for:
 - Least cost
 - Least risk
 - Meets all requirements

The table below reports Oregon’s share of the draft preferred portfolio. The resources are proxy selections based on timing, location, and technology type. Please note in the final filing, the data may be different as the data is subject to allocation assumptions which may change in the future. It is also important to note that some resources will be spread out over multiple years in the final draft.

OR Shares by Resource Type and Year, Installed MW																						
Resource	Installed Capacity (MW)																					Total
	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	
Expansion Options																						
DSM - Energy Efficiency	-	55	79	81	84	87	93	94	94	93	93	83	89	89	87	90	91	101	169	160	151	1,966
DSM - Demand Response	-	24	7	38	6	60	7	4	2	3	1	-	53	51	3	21	30	3	3	37	7	361
Nuclear	-	-	-	-	-	130	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	130
Renewable - Utility Wind	-	-	-	83	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	83
Renewable - Small Scale Wind	-	-	-	-	380	505	4	85	0	-	-	246	4	37	5	-	-	-	-	-	-	1,267
Renewable - Utility Solar	-	-	109	165	-	848	102	579	45	4	-	1,888	1	-	-	-	-	-	-	-	-	3,741
Renewable - Battery	-	132	940	7	-	10	-	2	3	1	1	-	-	2	2	3	7	234	1	1	1	1,346
Renewable - Battery (Long Duration)	-	-	1	26	62	590	166	11	93	44	17	-	-	35	53	100	140	-	198	139	44	1,720

The draft 2025 IRP also explored whether emissions would be discounted regarding specified sales in excess energy from Oregon. The bold yellow line shows compliance without specified sales of excess energy in Oregon, while the bold green line shows compliance with specified sales. The bold black line is the emissions reduction target. The final IRP in March will lean towards the view without specified sales.



Meeting Discussion:

- Cole Souder asked if current data prior to 2030 is available, specifically 2025 - 2030?
 - Kieran O'Donnell, Director of Carbon Policy and Reporting, explained that the graph only analyzes 2030 onward as that is when energy targets are expected to have been met. However, if there is interest in showing the path towards the 2030 targets, Mr. O'Donnell can follow up with that data.
- JP Batmale asked: 1) Will the IRP appendix detail the methodology of the emissions reduction data? 2) Can utility scale solar be further explained?
 - Ms. Ghosh reassured the group that the data will be reported in full detail in the final IRP.
 - Mr. Baker explained that the utility solar block in 2036 is expected to be broken up by the modeling steps the IRP team is taking, as it would be difficult and not practical to achieve 1,888 MW of solar energy in a single year. In the final document, the oncoming solar energy will be spread out over several years.
- Tim Lynch asked for a definition of specified sales.
 - Mr. O'Donnell explained specified sales as the difference in the treatment of market sales. In the chart above, specified sales are represented by the bold green line. This means that when there is excess energy, Oregon gets to pick which resources it sells off to the wholesale market first.
- Rose Monahan asked: 1) Is the cost allocation of Oregon resources based on the 2020 multi-state protocol? 2) What is driving the emissions reductions for Oregon?
 - Mr. Baker noted that emission reductions are largely related to gas prices and coal and gas operations.

On [September 10, 2024](#), PacifiCorp proposed an initial set of Oregon-specific sensitivities to be included in the upcoming 2025 Clean Energy Plan (CEP). Comments and suggestions were received from OPUC

Staff and Joint Advocates. The proposed sensitivities incorporate feedback where useful and appropriate, however, not all sensitivities are viable in consideration of overlapping elements and objectives, time and resource constraints, and technical infeasibilities and available data.

In addition to the sensitivities and variants that will appear in the IRP to support the CEP, the following portfolio sensitives will be included in the 2025 CEP:

1. No HB 2021 emissions goals (counter-factual for benefit/cost analytics)
2. No small-scale renewable target (counter-factual for benefit/cost analytics)
3. CBRE valuation study
 - Time-permitting, will run two variations of this study:
 1. 10% community benefit (i.e., reduction to the retail rate)
 2. 20% community benefit (i.e., reduction to the retail rate)
4. Max customer benefit
 - Oregon in-state resources only (includes SSR and CBRE resources, no additional transmission and 200% demand-side management resources)
5. Oregon “in-state only” view
 - Oregon in-state resources only, allows transmission, includes “high efficiency adder” for DSM

Additional IRP resources can be found online:

- Public Input Meeting and Workshop Presentation and Materials: [Public Input Process \(pacificcorp.com\)](https://www.pacificcorp.com/public-input-process)
- 2025 IRP Feedback Forms: [IRP Stakeholder Feedback \(pacificpower.net\)](https://www.pacificpower.net/irp-stakeholder-feedback)
- IRP Support and Studies: [IRP Support & Studies \(pacificcorp.com\)](https://www.pacificcorp.com/irp-support-studies)

Community Benefit Indicators

Rohini Ghosh, Director of Clean Energy Planning, reintroduced Community Benefit Indicators to the group. Community benefit indicators (CBIs) are a way the Company ensures the communities are benefiting from the outcomes PacifiCorp looks to achieve. Each CBI shows a desired outcome and CBI metrics which quantify and monitor progress at achieving these outcomes. CBIs must be measurable, equitable, and able to be influenced by the utility. CBIs fall into five focal categories, resilience, health and community well-being, environment, energy equity, and economic with each category including multiple CBIs and metrics. CBI metrics are data indicators that the company can track in actual reporting or data that can be forecasted and used in long term resource planning.

Currently, the team is focused on the following CBIs:

CBI Category	CBIs (Outcomes)	CBI Metrics	Purpose
<i>Rule Language</i>	<i>Outcomes</i>	<i>How outcome is measured</i>	<i>Why</i>

Environment Impacts	<ol style="list-style-type: none"> 1. Increase Energy from Non-emitting Resources 2. Reduce CO2e Emissions 	<ul style="list-style-type: none"> • Percent of renewable and non-emitting resources serving Oregon retail customers • Amount of emissions associated with Oregon retail sales 	<p>Reduce fossil fuel resources and increase renewable and non-emitting resources that currently power Oregon's grid, while maintaining system reliability and on-demand service to customers.</p>
Health and Community Wellbeing	Decrease residential disconnections	Number of residential disconnections by census tract	Customer account and billing data

The team is looking to increase energy from non-emitting resources and reduce CO2 emissions which tracks with [HB 2021](#) goals, as well as decreasing residential disconnections to better health and community well-being. Mike Sullivan, Carbon Policy Advisor, explained emissions as related to the environmental impact CBI and proposed a new CBI. Pollutants can be placed into two categories: global pollutants and local pollutants. Global pollutants are greenhouse gases which trap heat in the atmosphere when emitted and have global impacts regardless of the location of emission. This includes pollutants such as carbon dioxide, methane, nitrous oxide, and fluorinated gases. Local pollutants are gases that are produced in a geographic region, usually because of burning fuels, and have higher localized impacts including nitrogen oxides, volatile organic compounds, sulfur dioxide, and heavy metals.

The proposed CBI would measure emissions of sulfur dioxide, SO2, and nitrogen oxides, NOx. Sulfur dioxide is in the family of sulfur oxides, SOx. This is partially born out of interest shown in earlier Clean Energy Plan engagement calls, as attendees mentioned concerns about SOx and NOx. Fossil fired generation emits SO2 alongside other sources like industrial facilities, locomotives, and ships. In addition to SO2, fossil fuel generation also emits nitrogen oxide, NOx, and nitrogen dioxide. Other NOx sources include motor vehicles and high temperature operations at industrial sources. Both SOx and NOx are measured at generation facility level and reported to the Environmental Protection Agency under the CAMPD program and as a part of PacifiCorp's ESG reporting. Additionally, both are included on the fuel mix inserts that are sent annually to Oregon customers per [OAR 860-038-0300](#).

The proposed CBI could work well because actual SO2 and NOx emissions are already reported and can be calculated in IRP modeling. The question for consideration is what the best way is to track the proposed CBI and accurately capture how emissions affect Oregon customers? Should only Oregon emissions be tracked? Oregon and those within X miles of the Oregon border? Oregon's system share of emissions? To learn more about SO2 and NOx, please visit EPA's Clean Air Markets Program Data (CAMPD), EPA Emissions & Generation Resource Integrated Database (eGRID) data, or EPA's Co-Benefits Risk Assessment (COBRA) Health Impacts Screening.

Meeting Discussion:

- JP Batmale asked if PacifiCorp has substantial SO₂ and NO_x and other pollutant emissions in Oregon?
 - Mr. Sullivan noted that the Hermiston power plant is in Oregon, so it is a source of pollution. Another consideration is should the proposed CBI only account for PacifiCorp owned generation or PacifiCorp owned and contracted generation? Should emissions be measured just in Oregon or Oregon and X miles from the Oregon border.

Transportation Electrification

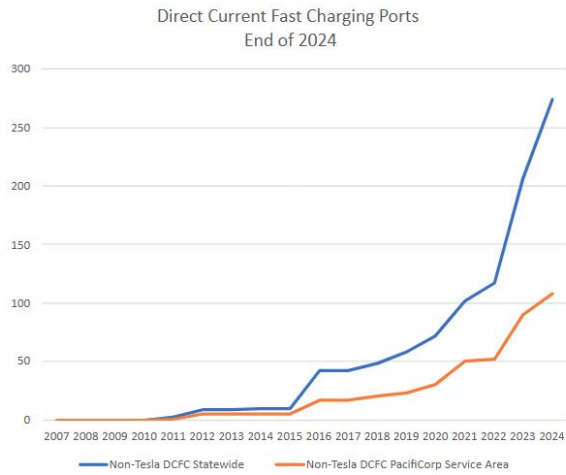
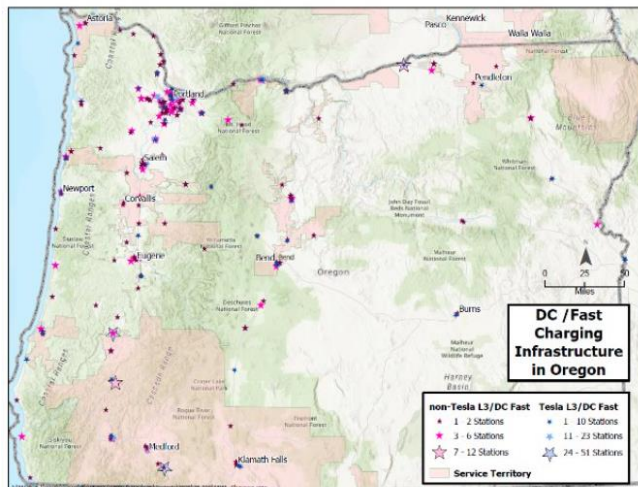
Kate Hawley, Transportation Electrification Manager, shared Transportation Electrification updates including a review of the TE portfolio and a recap of the current state of EV growth as the team is working on updating the Transportation Electrification Plan, which will be filed with the Oregon Public Utilities Commission on May 1st, 2025. As technology advances, electric vehicle growth and the utilities' role in the market overlap. Utilities are exploring how to reduce greenhouse gas emissions from the transportation sector and how to influence this reduction when the charging is occurring on the grid.

Transportation electrification drivers can be categorized as political, social, environmental, and technological. Political stressors are the recent executive order implemented which is now preventing actions that previously fell under the Inflation Reduction Act, IRA, which provided a \$7500 EV incentive, and Infrastructure Investment and Jobs Act, IIJA, which is affecting electric vehicle activities. Additionally, there is a pause in NEVI funding – a subcategory of IIJA funding. NEVI is the National Electric Vehicle Infrastructure fund providing \$52,000,000 to Oregon to support building electric highways. With Oregon being an advanced clean car and truck state, these recent pauses add more challenges.

Economic challenges include the current state of the used EV market and electric vehicle supply equipment providers going out of business. The used EV market is currently undervalued, making the vehicles more accessible to at a very low price. Furthermore, third party EV developers have begun to merge which could potentially result in three to six key companies in the industry as opposed to several. Technologically, the market is seeing advancements in core design to prevent cord cutting as well as mass increases in EV kilowatt capacity, reducing charging time from 45 minutes to 15 minutes. There has also been more education around charging cord types. Currently, the North American charging standard is the predominant DCFC charging standard and slowly beginning to overtake the CCS standard as well. Socially, it has become more popular and acceptable to own EVs with a national market share of 12% and 20% in Oregon.

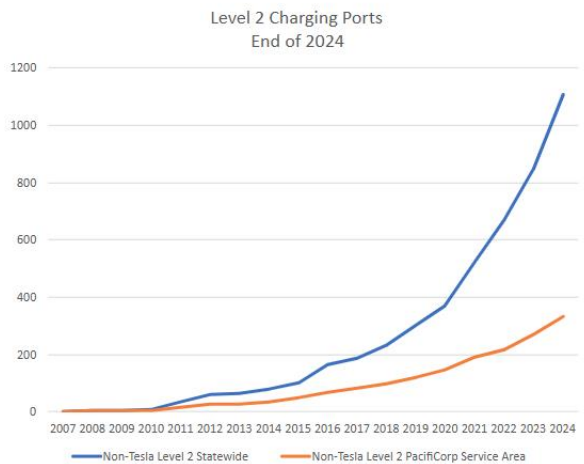
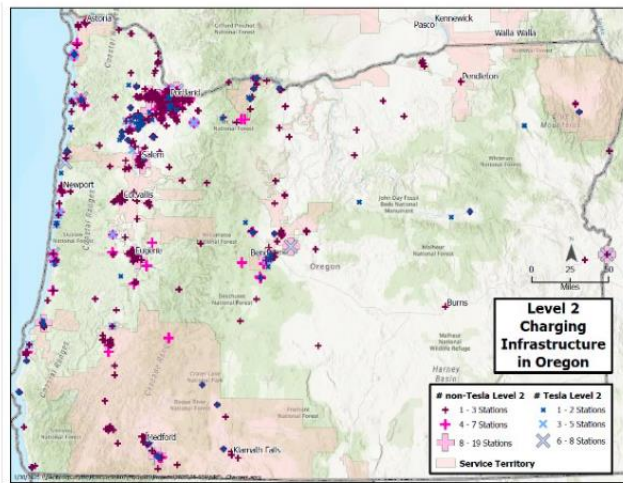
In PacifiCorp service area, at the end of 2024 there were approximately 27,000 registered electronic vehicles, this is a 38% increase from 2023. Tesla continues to be the largest market share leader followed by Chevy and Nissan in the PacifiCorp service area. Multnomah, Deschutes, Jackson, Benton and Lynn are the top counties with EV adoption. PacifiCorp tracks the number of charging ports in service to measure progress over time and to analyze if the utility has any influence over this number, and if so, ways to support the growth through programming.

The figure and table below illustrate the amount of non-Tesla DCFC ports available statewide through the alternative fuels database that the USDOE produces by the end of 2024. In the PacifiCorp service area, there are 108 ports overall in comparison to 274 statewide, a 70% growth rate year over year.



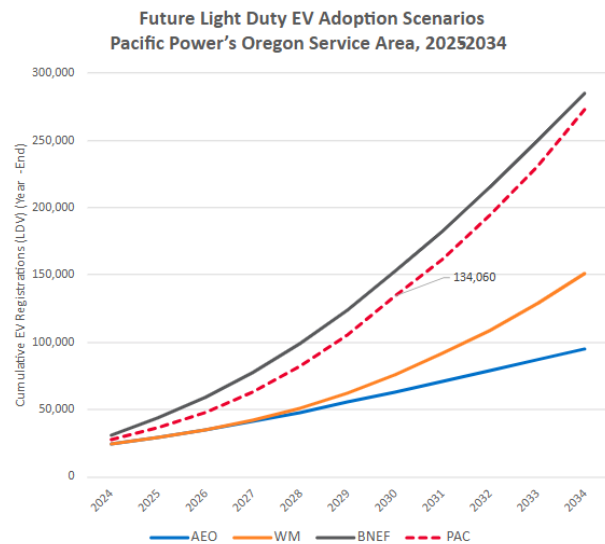
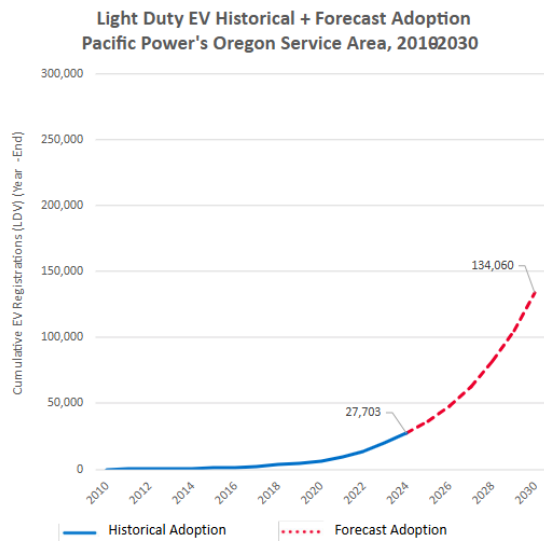
Sources:
 U.S. Department of Energy. (2025). Historical Station Counts. Alternative Fuels Data Center. Retrieved from <https://afdc.energy.gov/files/docs/historical-station-counts.xlsx>.
 U.S. Department of Energy. (2025). Alternative Fueling Station Counts by State. Alternative Fuels Data Center. Retrieved from <https://afdc.energy.gov/stations/states>.

The figure and table below specifically track Level 2 charging stations which usually require 5 – 8 hours of charging, typically seen in residential and commercial spaces. In 2024 statewide there were 1100 Level 2 ports with 332 ports in the PacifiCorp service area. This indicates a 37% growth rate in the service area year over year, with 30% of the total Level 2 ports found within PacifiCorp service territory.



Sources:
 U.S. Department of Energy. (2025). Historical Station Counts. Alternative Fuels Data Center. Retrieved from <https://afdc.energy.gov/files/docs/historical-station-counts.xlsx>.
 U.S. Department of Energy. (2025). Alternative Fueling Station Counts by State. Alternative Fuels Data Center. Retrieved from <https://afdc.energy.gov/stations/states>.

The figures below illustrate forecasted EV adoption in Oregon for the next 10 years. PacifiCorp is predicting about 134,000 electric light duty vehicles within the service area which would account for about 8% of the total residential load. These forecasts are calculated using clean fuel statistics methodologies that assume a certain MW hour per year of charging on individual electric vehicles and over the lifespan of that vehicle. To generate this graph, the TE team used national electric vehicle forecasts such as Bloomberg New Energy Finance, Wood Mackenzie and AEO, and downscaled that data to reflect the PacifiCorp service area. While the forecast is relatively aggressive forecast, it aligns well with what has already been shown.



The EV load concentrations are anticipated through a process with Distribution System Planning as a part of the Oregon TE plan where that growth is anticipated at the distribution level. A few years back, The DSP planning process included an EV forecast that went all the way down to the feeder level to see where that growth might be occurring. The TE team is using that forecast to identify where future hotspots will be and if EVs are causing that load growth to get ahead of potential overcapacity on the grid. Major hubs and areas that are transportation corridors have been identified are the highest adopters of light duty electric vehicles, such as Portland, Bend, Medford, and the Corvallis area. Large medium to heavy duty load growth is projected in Portland, Medford, and Pendleton.

Meeting Discussion:

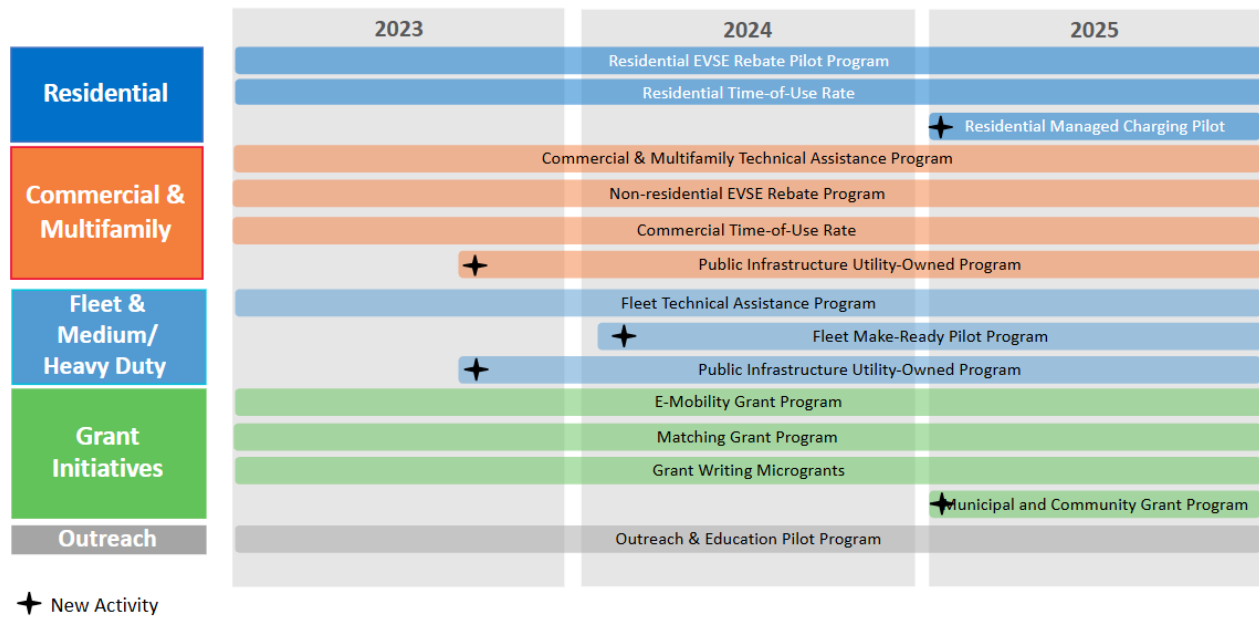
- Tim Lynch asked for clarification on the 2030 EV load increase?
 - Ms. Hawley reiterated that by 2030 EV will account for a total of 8% of residential load, an increase from today's 1%.
- Pat Delaquil questioned what PacifiCorp is planning to do with regards to incentivizing charging to be off peak and looking into vehicle to grid interactions?
 - Ms. Hawley explained that based on the goals the company is trying to achieve, the 2023-2025 plan will provide entrance to a lot of innovative programs into the market.

There are four main objectives of the current plan:

- 1) Elevating awareness
 - a. Provide tech support
 - b. Support education & outreach programs
 - c. Cultivate key partnerships
 - d. Build marketing strategy
 - e. Build internal workforce knowledge
- 2) Electrifying equitably
 - a. Develop incentive programs
 - b. Build public infrastructure
 - c. Support MD/HD adoption

- d. Create micromobility programs
- 3) Manage grid impacts
 - a. Conduct planning studies
 - b. Deploy innovative pilot programs
 - c. Develop resiliency strategy for EVSE
 - d. Create tools for future grid impact
- 4) Reduce costs
 - a. Develop customer incentive program
 - b. Identify tariff strategies
 - c. Leverage federal & state funding

The figure below highlights the new customer programs rolled out from 2023 – 2025 to ensure the Company is interacting with every customer class to help understand how customers are interacting with the market.



In addition to rebate, the residential program also includes a time of use rate and will include a managed charging pilot launching in 2025. This pilot is a demand response program, looking at when the utility of the grid is most valuable. It is being run as a frequency response program, not a typical peak load shift problem to relieve the grid when there is need. When the grid is stressed, the chargers will be shut down for a few minutes at a time and that reduction in load will provide relief to the grid and a frequency response process to occur.

Commercial offerings include technical assistance rebates, time of use rate, and a public infrastructure program with owned and operated stations. Fleet offerings for medium to heavy duty customers include a fleet make ready program for those entering the market by electrifying at least two vehicles. This was launched last year and now has over six different projects on the pipeline. Grant initiatives began in Oregon in March with infrastructure grants and have now expanded to include E Mobility. The E Mobility grant program opens on March 3rd, 2025, where people can apply for vehicle funds, outreach

and education funds or needs assessments. As a part of the E mobility grant cycle, there will also be an additional grant program, Municipal and Community Grant Program which will incentivize school districts to adopt electric school buses as well as communities, counties, and municipalities to run low-income discount bike programs. Three different programs have participated in the E mobility pilot program that provides incentives to low-income residents for E bikes, in partnership with local bike shops. Low-income residents are entered into a lottery system, and they receive these bikes at about a 60% cost reduction. This program has been successful in Corvallis and Bend.

For potential future programming, the portfolio has been streamlined with a focus on company owned electric vehicle charging infrastructure, residential, and non-residential/communities to enable better customer experience.

- Company-Owned Electric Vehicle Charging Infrastructure
 - Develop new EVSE stations in remote and underserved areas (1-3)
 - Build replacement schedule for current infrastructure as stations reach end of life
 - Identify a proactive upstream utility investment potential schedule to offset upgrade costs for future anticipated loads
- Residential
 - Manage future load through EV managed charging program
 - Focus on Time of Use education
 - Continue rebates for income eligible customers
 - Increase focus on improved customer experience at utility-owned public charging sites
- Non-Residential/Communities
 - Target high impact customers supporting investigation through energization
 - Focus on education related to grid impacts and how to charge during optimal times
 - Create a streamlined customer journey for non-residential customers
 - Identify incentives that support reduction in utility-side cost upgrades

Meeting Discussion:

- JP Batmale asked if there are any potential synergies between EV load and DER supply at the substation level that can be explored at the next DSP meeting?
 - Ms. Hawley will speak with the DSP team and explore how to model that conversation in future meetings. PacifiCorp did apply for grants last year that looked in the rural service area and areas with capacity constraints to explore where potential corridor charges could be installed. Unfortunately, the grant funding was not awarded, however, PacifiCorp is working with the Energy Trust of Oregon on other concepts.
- Tim Lynch requested more information about the PacifiCorp owned charging sites. Who are the customers served? What does customer interaction look like?
 - Ms. Hawley explained that the utility owned charging sites were developed from 2018 to 2022 in Bend, Klamath Falls, Madras, Otis and Mill City. The idea was to bring corridor charging to areas not being developed as quickly then. Since installation, most of the charging occurred is off peak during using those public utility chargers and they are right off the corridor usually people who are travelling through. The chargers are publicly

accessible as they are mandated to be under the grants program. Fleet make-ready ports will not be publicly accessible and will be in private commercial space.

- Mr. Lynch also questioned the reality of vehicle to grid interaction/home retail in the future?
 - Ms. Hawley shared that California currently has residential programs running that are analyzing vehicle to grid interaction. The challenge is interconnection on the residential side and accounting for that back feed into the grid and what that looks like. There are a lot of standards being written around what residential interconnection is and how that is going to come to play. However, with these advances, more education is needed. In present day Oregon, it may not be financially wise to develop a program that enables vehicle to grid interaction.

Feedback on the TE plan will continue to be accepted informally up until the draft filing deadline of May 1st, 2025. After the draft is filed, there will be a formal stakeholder process that the Commission will kick off which will allow formal comments to be submitted through the docket.

Small Scale Renewables (SSR)

Tom Burns, Vice President of Resource Planning & Acquisitions, reviewed small-scale renewables which derived out of the LC 82 docket on PacifiCorp's Clean Energy Plan (CEP) and Integrated Resource Plan (IRP) and includes timelines by April 2025. The small-scale acquisition strategy will be an ongoing process as load growth continues. PacifiCorp expects to need additional small-scale resources to comply by 2030. If there is a need identified in the 2025 IRP for small-scale resources for House Bill 2021 compliance, a request for proposal (RFP) could be issued as soon as April 1st. Currently, the multi-jurisdictional acquisition strategy is being developed with the targets contingent upon the outcome of the 2025 IRP.

In 2016, Oregon Senate Bill 1547 amended [ORS 469A.210](#) to include a requirement that by 2025, at least 8% of aggregate electrical capacity must come from small-scale renewable energy projects. In 2021, Oregon House Bill 2021 further amended ORS 469A.210 to push out the small-scale renewable requirement to start in 2030 but increased it to 10% of aggregate electrical capacity. HB 2021 (Section 37) defines eligible small-scale renewables as:

- a) Small-scale renewable energy projects with a generating capacity of 20 megawatts or less that generate electricity utilizing a type of energy described in ORS 469A.025;
- b) Facilities that generate electricity using biomass that also generate thermal energy for a secondary purpose.

The small-scale request for proposals is divided into 2 sections, contracts and eligibility:

Contracts:

- No individual negotiation of contractual terms to ensure timely execution across multiple contracts
- Standard form power purchase agreement ("PPA") contract based upon a modified pro forma PPA (Exhibit E-2) from PacifiCorp's 2022 all source request for proposal ("2022AS RFP") to address specific issues for small-scale renewable resources

Eligibility:

- Eligible technologies consistent with ORS 469A.025
 - Excludes behind the meter, energy storage, microgrids, demand response, and other energy related infrastructure which are not included in the renewable portfolio standard (“RPS”) statute
 - Projects must be able to demonstrate eligibility to register in WREGIS within 90 days of COD
- 3 megawatts (“MW”) minimum size to ensure Energy Imbalance Market (“EIM”) eligibility
- Bids which can guarantee to be online (commercially operational) by December 31, 2029,
- PPA bids of 5-20 years only; no build transfer agreement bids
- Either a completed interconnection study or an LGIA (large generator interconnection agreement) is required
- Proximity rules based on PURPA ([FERC order 872](#))
- On-system bids may be located throughout PacifiCorp’s service territory. No off system bids
- Must be deliverable to PacifiCorp’s Oregon load

Below is a list of resources for individuals interested in small-scale procurement and RFP notifications,

Resources for Interested Participants

- Individuals or organizations offering projects or facilities (“resources”) 3 MW and smaller may pursue QF contracts by following the following tariff steps found at Pacific Power’s QF website: [Qualifying Facilities \(pacificpower.net\)](#)
<https://www.pacificpower.net/savings-energy-choices/customer-generation/qualifying-facilities.html>
- For resources greater than 3 MW, additional development and construction resources may be available via the following Oregon organizations:
 - Energy Trust of Oregon
[Renewable Energy - Energy Trust of Oregon](#)
<https://www.energytrust.org/renewable-energy/>
[Find a Trade Ally Contractor - Energy Trust of Oregon](#)
<https://www.energytrust.org/find-a-contractor/>
 - Solar Oregon
[Solar Oregon | Connecting Oregonians to Solar Information and Services](#)
<https://solaroregon.org/>

RFP Notification

At the time the RFP is issued, PacifiCorp will take the following three steps:

1. Notify its RFP stakeholder list.

To be added to PacifiCorp's RFP stakeholder list, please send an email to the following email address:

QF Requests QFRequests.SharedMailbox@pacificorp.com

2. Create an "SSR RFP" website.

A small-scale renewable information website will be added to PacifiCorp's Request for Proposals website here:

[Energy Supply Request for Proposals \(pacificorp.com\)https://www.pacificorp.com/suppliers/rfps.html](https://www.pacificorp.com/suppliers/rfps.html)

3. Host a Bidder Workshop.

PacifiCorp will provide notice of the workshop date and how to participate. This information will be sent to the CEP stakeholder group, the RFP stakeholder list, and to the small-scale renewable website.

Meeting Discussion:

- Benedikt Springer asked given the eligibility requirements for the RFP, how certain is the team that there are already enough small-scale renewable projects in development within PacifiCorp service territory?
 - Mr. Burns explained that PacifiCorp has already gone through the current queues and the supply and forecasted demand for small-scale resources and based on the queue there is sufficient potential supply. However, potential supply does not mean the resources will be developed. develop these resources. If resources are not already in the queue, it would be difficult for them to make a December 31st, 2029, commercial operation date.
- Mike Goetz asked if the requirement that the resources be on system and deliverable to Oregon referring to the PacifiCorp six-state system? Does this account for congestion on the system? Is this a new requirement for the CEP driven by the inability of Bonneville Power to do transmission cluster studies?
 - Mr. Burns explained that if a resource can interconnect to PacifiCorp system (anywhere within the six states) the company will still require that those resources be deliverable to Oregon load. The deliverability is not contemplating actual flow congestion, just the physical ability for a resource to flow on existing transmission to go to Oregon load. This requirement is separate from Bonneville Power, but it runs parallel. It is also not in the CEP as a requirement but in the RFP for small-scale renewable resources.

Community Based Renewable Energy (CBRE)

Ryan Harvey, Manager of Customer Innovations, shared an update on the CBRE-RH pilot which has been approved since the last time the group met. The CBRE-RH has 3 specific pilot components.

- 1) **TECHNICAL ASSESSMENTS:** Continued provision of feasibility studies (begun in 2020) to communities interested in better understanding the costs and requirements of solar and battery energy storage systems at critical community facilities

- a. Provides a pathway of support for communities that have yet to begin formal CBRE project development
- 2) **ONGOING PROJECT SUPPORT:** Leverage expertise and provide supplemental funding to support the planning for, and installation of, the battery storage component of planned and existing resilience projects to provide grid-enabled system-wide benefits and learning outcomes
 - a. Aids in the interconnection of funded, in-flight resilience projects with grid-enabled storage to capture takeaways and learnings with design review, incentive offerings, and ongoing data collection
- 3) **GRANT MATCHING:** A mechanism to provide matching funds for communities seeking external grant awards for resilience projects at critical facilities
 - a. Assists communities as they take advantage of existing funding opportunities

There will be an upcoming engagement opportunity on [March 11, 2025](#) to share a progress update and discuss the development of CBRE inventory for the upcoming Clean Energy Plan.

Meeting Discussion:

- Tim Lynch asked what is the total funding capacity for CBRE projects and if there seems to be any interest in these projects in Multnomah County?
 - Mr. Harvey shared that PacifiCorp was approved to spend up to \$4M within the pilot, which is targeted to last through 2027. As interest is analyzed and grows, the team will divide the project budget into 3 components, as necessary. As of late, there have not been any additional communities reaching out to show interest. However, dozens of projects have already received funding. All interested communities should contact the team.

Public Comment

There was no public comment.

2025 Engagement Opportunities

Clean Energy Plan Engagement Series #2

When: May 28, 2025

Time: 9:00am – 12:00 pm PST

Online: <https://esource.zoom.us/meeting/register/hVCKPqpGTZKO2FHho3R2Aw>

Clean Energy Plan Engagement Series #3

When: August 20, 2025

Time: 9:00am – 12:00 pm PST

Online: <https://esource.zoom.us/meeting/register/IB8B2LQOTI2shz4BupgeTQ>

Community-Based Renewable Energy Special Session

When: March 11, 2025

Time: 1:30-3:00 pm PST

Registration Link: https://esource.zoom.us/meeting/register/eeGWkIEjQ5W4Uo5vA_TajA

Community Benefits and Impacts Advisory Group Meeting

When: March 20, 2025,

Time: 1:00-4:00 pm PST

Online: <https://esource.zoom.us/j/84006919819?pwd=8ld9T3biy02qrParQVl6b33gV5WdKd.1>

Tribal Nations Community Benefits and Impacts Advisory Group Meeting

When: March 28, 2025

Time: 9:00-11:00 am PST

Online: <https://esource.zoom.us/j/88352912102?pwd=VSZldfnxV9mMh8RvLTRh3RMReAN4ov.1>